BookletChart™

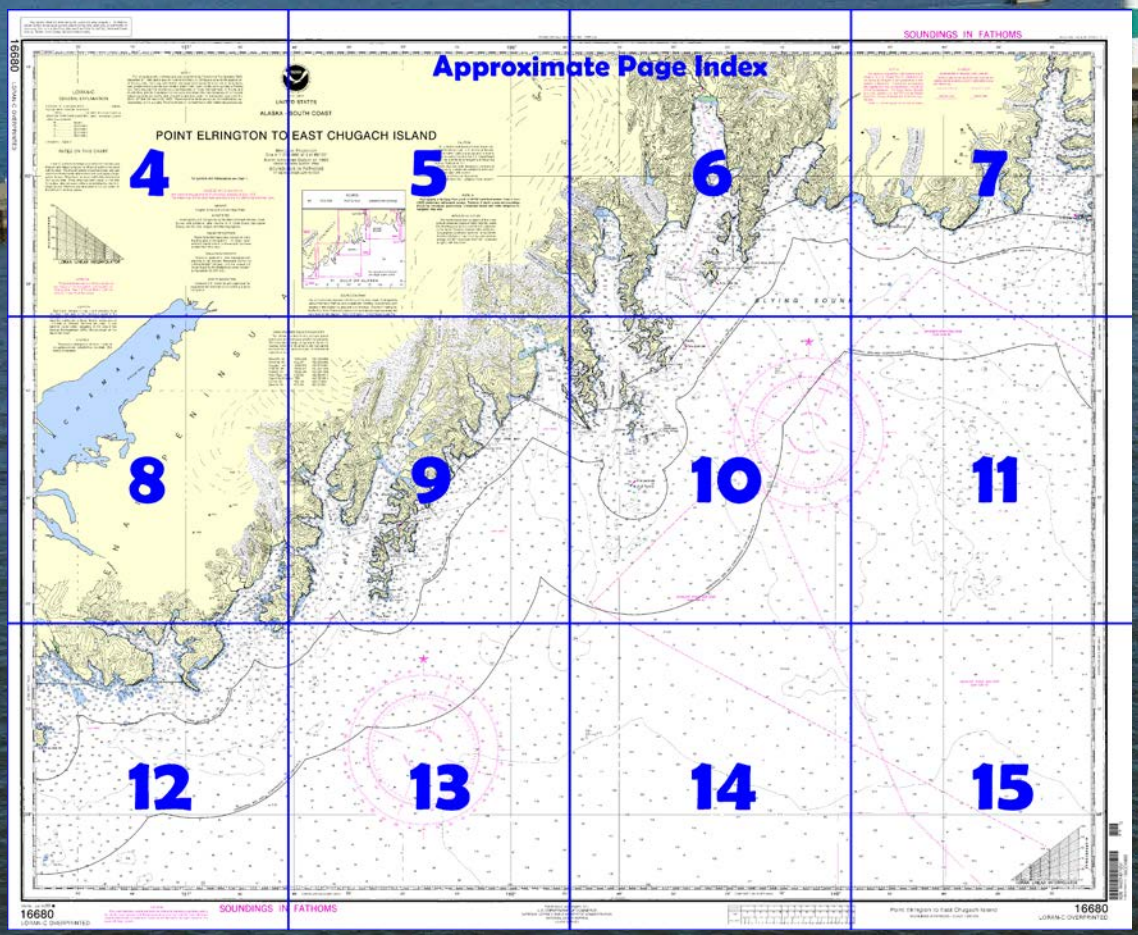
Point Elrington to East Chugach Island

NOAA Chart 16680

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

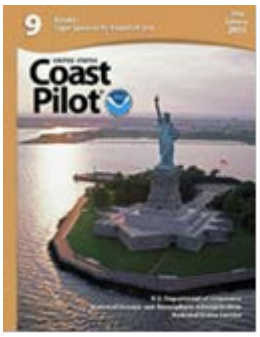
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=9.



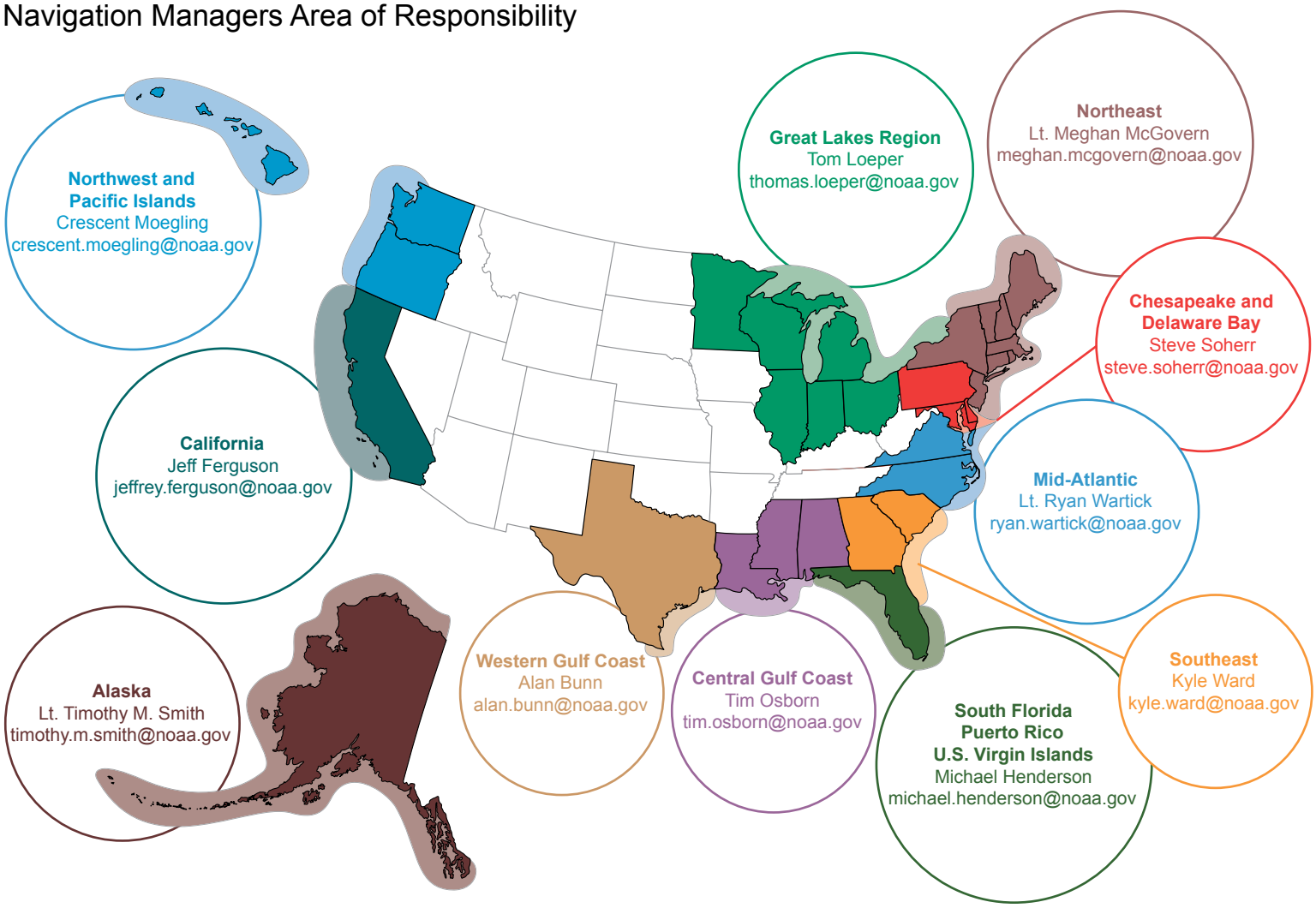
(Selected Excerpts from Coast Pilot)
The **W entrance of Prince William Sound** between Cape Cleare and Cape Puget is divided into a number of passages between the islands. They are described in the following order: Montague Strait, Latouche Passage, Elrington Passage, Prince of Wales Passage, Bainbridge passage, and Knight Island Passage.
Latouche Passage has its seaward entrance between Danger Island and Elrington Island. The entrance bar, with depths of 3.3 to 9.0 fathoms, has sometimes been crossed by large vessels proceeding W from Latouche. The recommended route, however is by way of Erlington Passage and the N part of Latouche Passage. Numerous submerged rocks and shoals with depths from 3.0

Elrington Island, high and mountainous, is between Latouche Passage and Elrington Passage. The SW end of the island has three prominent points between which are South Twin Bay and North Twin Bay.
Elrington Passage, W of Elrington Island, is generally used by vessels proceeding between Prince William Sound and points to the W. It is 8 miles long, 0.5 to 1 mile wide, deep and clear. Anchorage is not easily found because of the great depths. The passage is well marked.
Point Elrington, the SW end of the island, is a small hill, high and wooded, with cliffs at the water, and is joined to the island by a sand and gravel neck just above high water. A hill, 1,060 feet high, 1.4 miles E of the point, has a low divide about 100 feet high at the E end, separating it from the main island.
Point Elrington Light (59°56'09"N., 148°15'02"W.), 30 feet (9.1 m) above the water and shown from a skeleton tower with a red and white diamond-shaped daymark, marks the extremity of the point.
Procession Rocks, 4.3 miles N of Point Elrington Light, are a group of small islets and jagged rocks, the highest rising to about 70 feet. There are twelve principal islets, with a number of smaller rocks and reefs surrounding them. Deep water extends close up to the rocks.
Barren Islands, a group of mountainous islands in the middle of the entrance to Cook Inlet between Chugach Islands and Shuyak Island, occupy an area about 13 miles long and 5 miles wide. East and West Amatuli Islands are bold and precipitous and mostly devoid of trees. They are thickly covered with grass in the depressions and on the less precipitous slopes. In general, the anchorages around Ushagat Island are preferable to the others in the group, however, all are insecure, because they are subject to sudden changes in wind speeds and directions.
Chugach Islands consist of mountainous East Chugach, Perl, and Elizabeth Islands near the coast of Kenai Peninsula at the entrance to Cook Inlet.
East Chugach Island has a low valley through the middle in a NE and SW direction. The S peak is 1,400 feet high, and the peak near the W end is higher. The SE point of the island is a cliff with a 710-foot peak at its crest and slightly lower land between it and the mountains. The point is marked by **East Chugach Light** (59°06'23"N., 151°26'37"W.), 325 feet (99.0 m) above the water, and shown from a skeleton tower with a diamond-shaped red and white daymark on the SE end of the island.
Chugach Passage is between Perl and Elizabeth Islands and the rounded end of the mainland. A lighted buoy marks the NE side of the S turn and SW side of the N turn in the passage channel, respectively. The end of the mainland is fringed with reefs, isolated rocks, and extensive kelp beds. In rounding it from the E, the outermost danger is a rock, bare at half tide, 0.4 mile off the S side of the rounding mainland shore.
Windy Bay, just W of Rocky Bay, extends 3.5 miles W and is 440 yards wide near its head. Though the bay has a good holding mud bottom in 4½ to 8 fathoms near the head, it is not recommended as a desirable anchorage because of heavy swell during SE weather and a strong W breeze that draws through the bay. Boats entering this bay should favor the S side, keeping about 440 yards offshore when N of the S entrance point.
Chugach Bay, the large bay S of Windy Bay, has a N bight with deep water close inshore, and a W arm, 2 miles long, with good holding mud bottom. The W arm anchorage is not recommended for small boats because of its exposure to E weather and the strong W breeze that draws through the anchorage. The bottom in the S half of the entrance is broken, with a rocky spot covered 1¾ fathoms.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

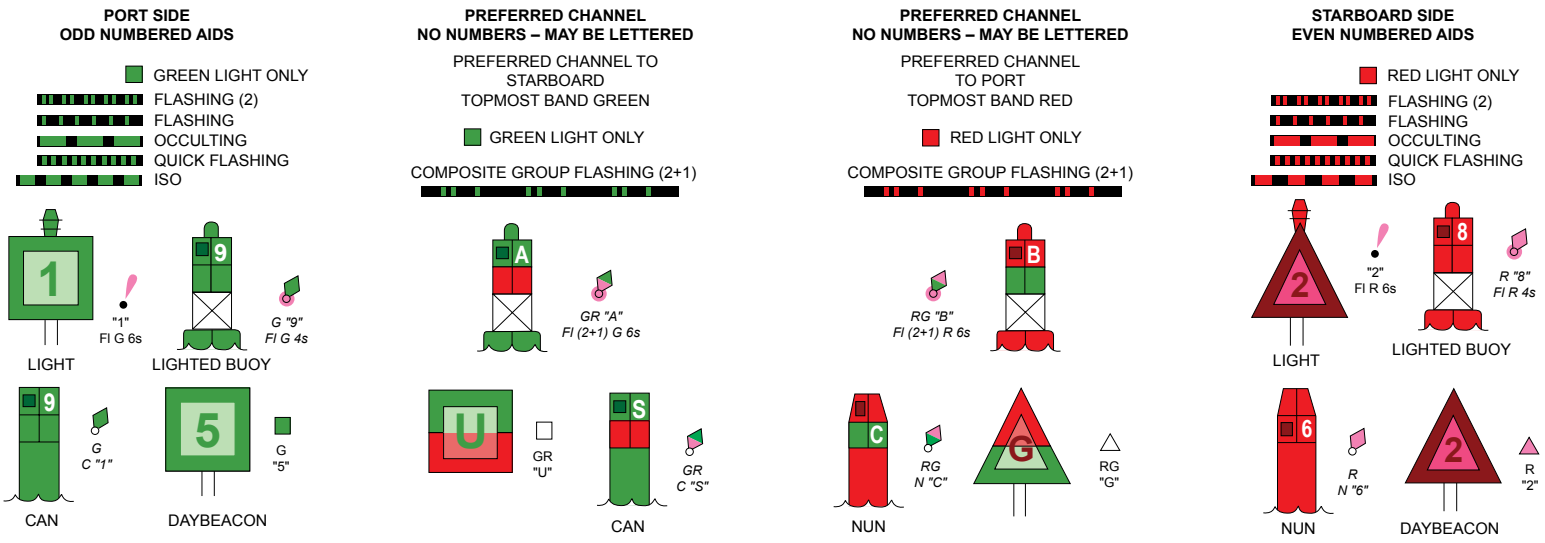


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

16680

20' 10' 151° 50' 40'

10'

60°

50'

40'

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOAA NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION U.S. DEPARTMENT OF COMMERCE COAST SURVEY

UNITED STATES

ALASKA - SOUTH COA

POINT ELRINGTON TO EAST

Mercator Projection
Scale 1:200,000 at Lat 60°0
North American Datum of 19
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Significant changes in depth and shoreline have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of -3.5 feet at Seward. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of the change except at this site is not known.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

A
B1
B3
B4

16645

KACHEMAK B.

KENAI

Port Dick

16606

20' 151°

The outlined survey inform banded in th by the U.S. not shown o

NOAA WEATHER RADIO BROADCAST

The NOAA Weather Radio stations lis below provide continuous weather broadca The reception range is typically 20 to nautical miles from the antenna site, but ca as much as 100 nautical miles for statio high elevations.

Bede Mt, AK	WNG-526	162.450
Ninilchik, AK	KZZ-97	162.550
Rugged I, AK	WNG-526	162.425
Pillar Mt, AK	WNG-531	162.525
Naked I, AK	WNG-530	162.500
Point Pigot, AK	KZZ-93	162.450
Cape Hinchinbrook	TBD	162.525
Homer, AK	WXJ-24	162.400
Seward, AK	KEC-81	162.550

K E N A I P E N I N S U L A

K A C H E M A K B A Y

(use chart 16645)

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Formerly C&GS 8552, 1st Ed., May 1933 KAPP 2592

30' 20' 10' 150° 50' 40'

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorce a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 9, Chapter 3 for details.

AST

CHUGACH ISLAND

00'
983
S

CAUTION

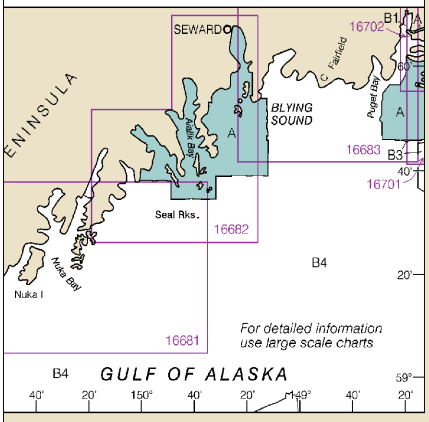
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SOURCE

1990-2004	NOS Surveys	full bottom coverage
1990-2004	NOS Surveys	partial bottom coverage
1940-1969	NOS Surveys	partial bottom coverage
1900-1939	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

ed areas represent the limits of the most recent hydrographic ormation that has been evaluated for charting. Surveys have been this diagram by date and type of survey. Channels maintained S. Army Corps of Engineers are periodically resurveyed and are on this diagram. Refer to Chapter 1, United States Coast Pilot.

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NOTE B

Hydrography in McCarty Fiord (north of 59°32') is from USGS preliminary bathymetric surveys. Positions of depth curves and sounding should be considered approximate. Undetected shoals and rocks dangerous to navigation may exist.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.451" southward and 7.411" westward to agree with this chart.

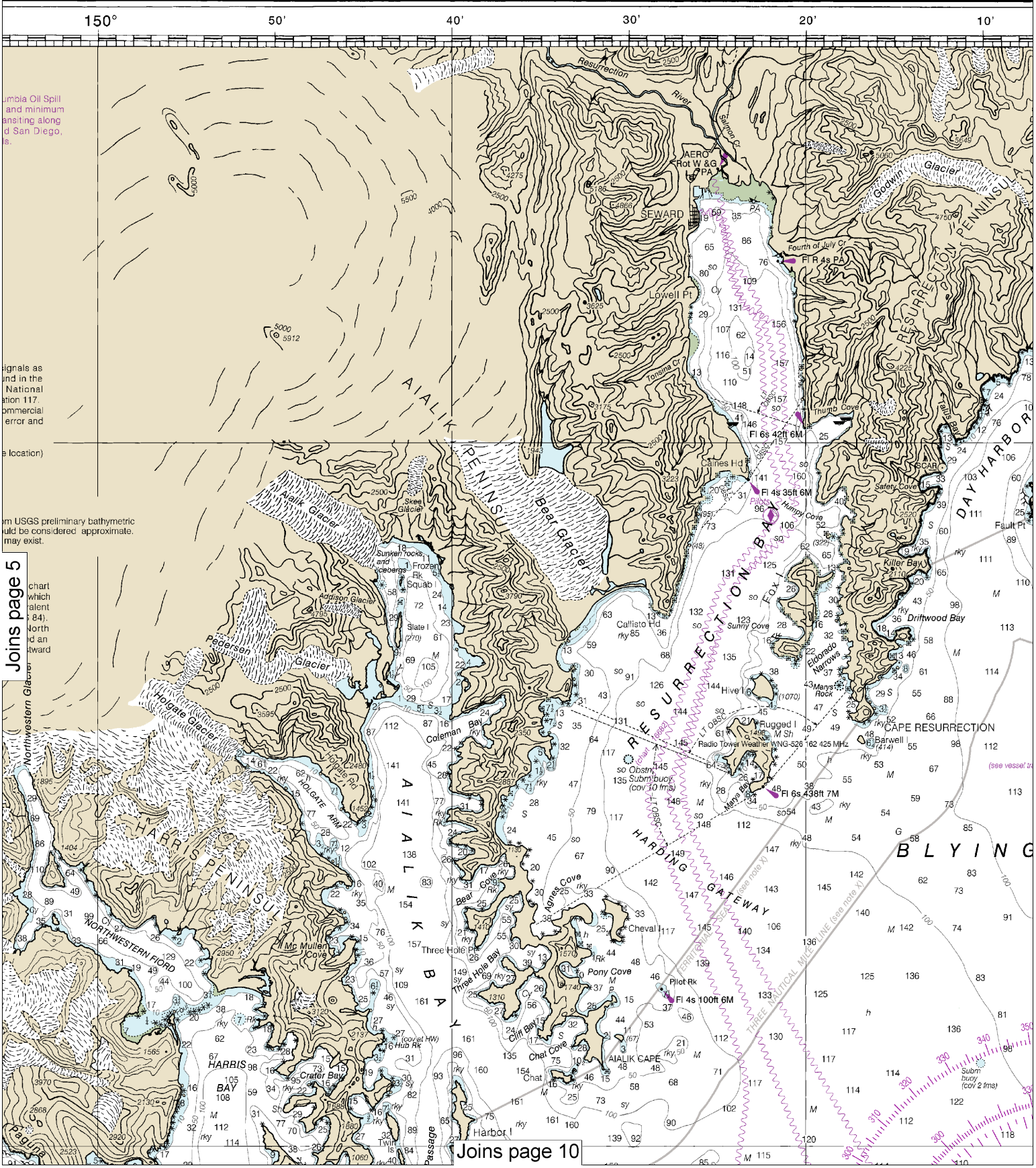
AIALIK PENINSULA
Aialik Glacier
Skeo Glacier
Sunken rocks and icebergs
Frozen Rk
Squab I
Addison Glacier
Slate I
Pedersen Glacier
Holgate Glacier
Northwestern Glacier
HARRIS PENINSULA
NORTHWESTERN FJORD
McCarty Glacier
Coleman Bay
HOLGATE ARM
Mc Mullen Cove
Three Hole Bay
Bear Cove
AIALIK BAY
HARRIS BAY
Crater Bay
Hub Rk
Twin Is
Harbor
Passage

Joins page 6

Joins page 9

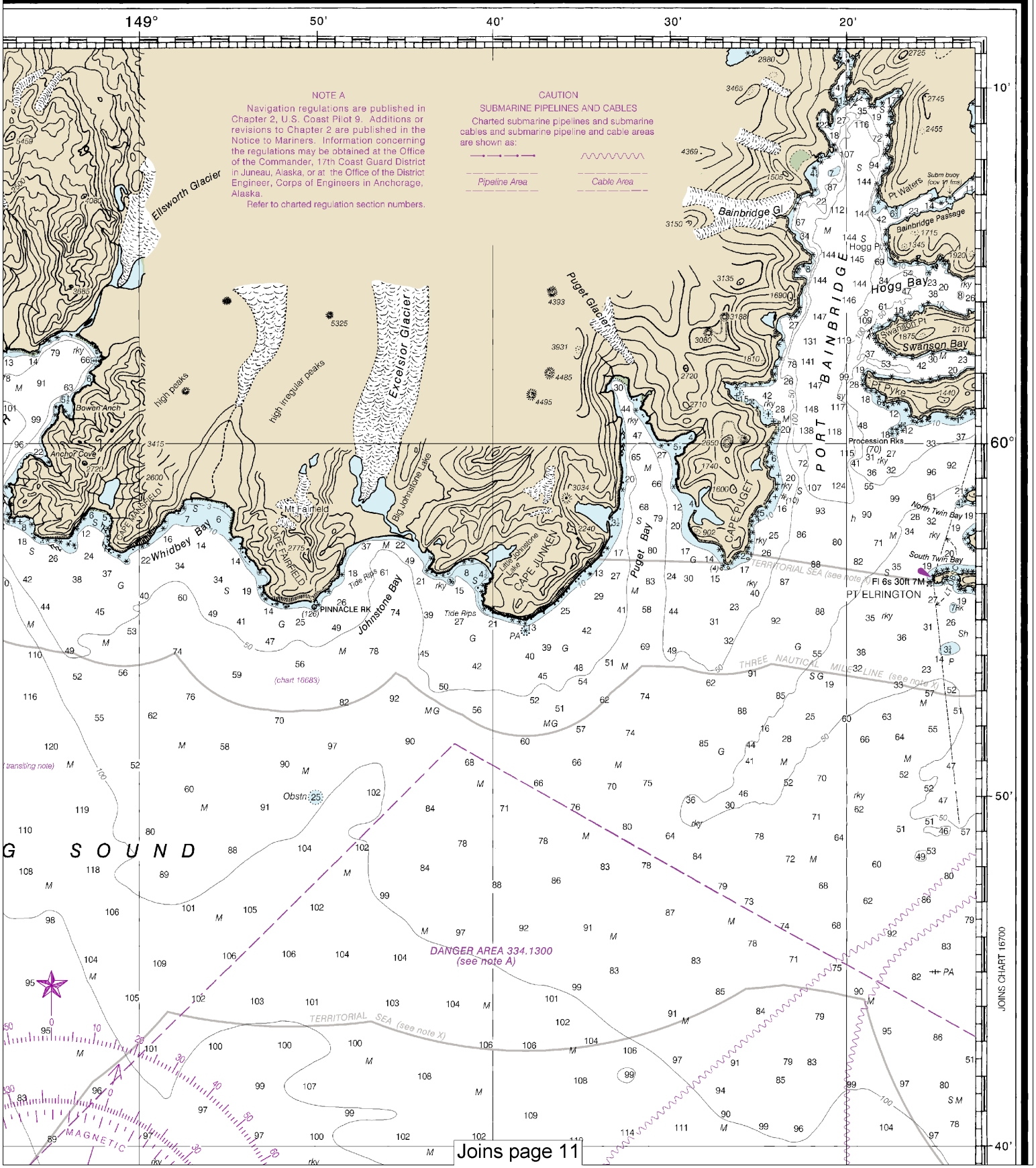
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:266666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8552, 1st Ed., May 1933 KAPP 2592



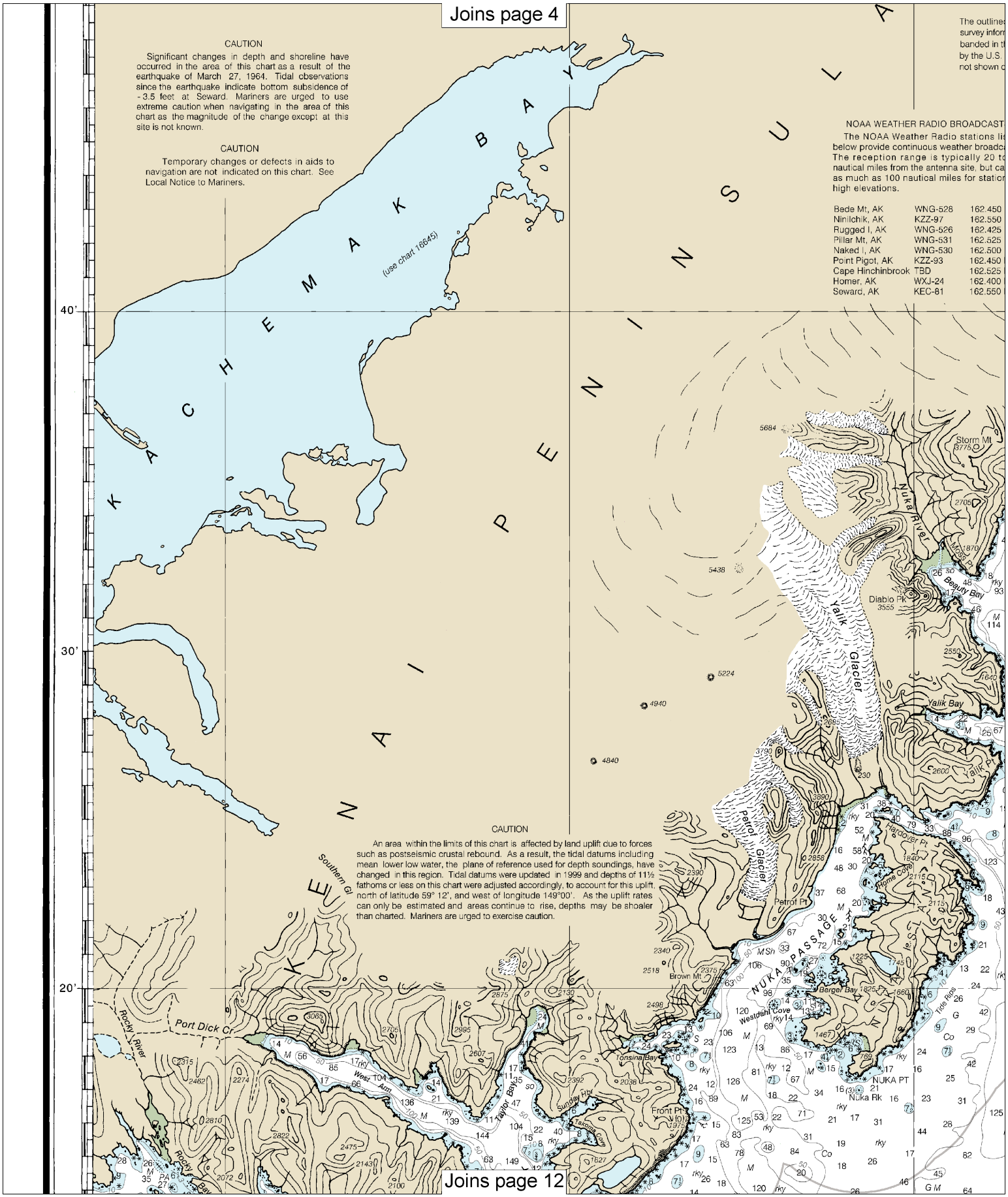
6

Note: Chart grid lines are aligned with true north.



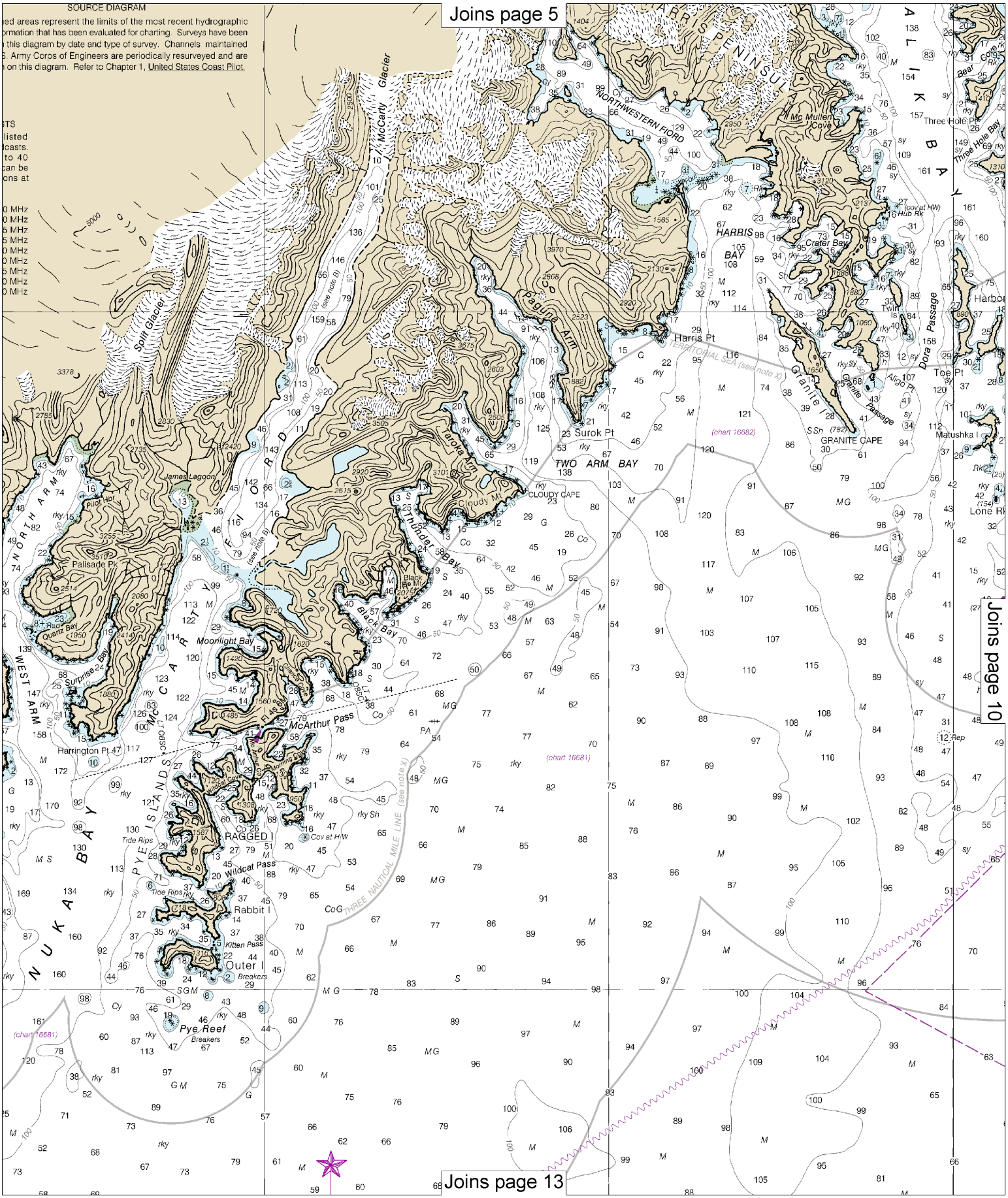
Joins page 11

12th Ed., Jun. 2015. Last Correction: 6/3/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)



8

Note: Chart grid lines are aligned with true north.


SOURCE DIAGRAM
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this diagram by date and type of survey. Channels maintained
S. Army Corps of Engineers are periodically resurveyed and are
on this diagram. Refer to Chapter 1, United States Coast Pilot.
STS
listed
casts.
to 40
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ons at
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5 MHz
0 MHz
0 MHz
Joins page 5
Joins page 10
Joins page 13
NORTHWESTERN FIORD
HARRIS BAY
HARRIS PENINSULA
ALASKA BAY
Mc Mullen Cove
Three Hole Pt
Three Hole Bay
Crater Bay
Harris Pt
Dora Passage
Granite Passage
Granite I
Toe Pt
Harbor
Algoo Pt
Malushka I
Lone Rk
GRANITE CAPE
TWO ARM BAY
CLOUDY CAPE
Surok Pt
Laguna Arm
Tarova Arm
Thunder Bay
Black Bay
Cloudy Mt
Split Glacier
McCarty Glacier
Glacier
JAMES ISLAND
FJORD
NORTH ARM
WEST ARM
EAST ARM
James Lagoon
Pilot Hbr
Palisade Pk
Quartz Bay
Surprise Bay
Moonlight Bay
Mc CARTY FJORD
McArthur Pass
Harrington Pt
NUKA BAY
PYE ISLAND
RAGGED I
Tide Rips
Wildcat Pass
Rabbit I
Kitten Pass
Outer I
Breakers
Pye Reef
Breakers
THREE NAUTICAL MILE LINE (see note X)
TERRITORIAL SEA (see note X)
(chart 16682)
(chart 16681)
(chart 16681)
(see note B)
(see note B)
Cov at H/W
Cov at HW
Hub Rk
Rk
Rep
Obscd
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Sh
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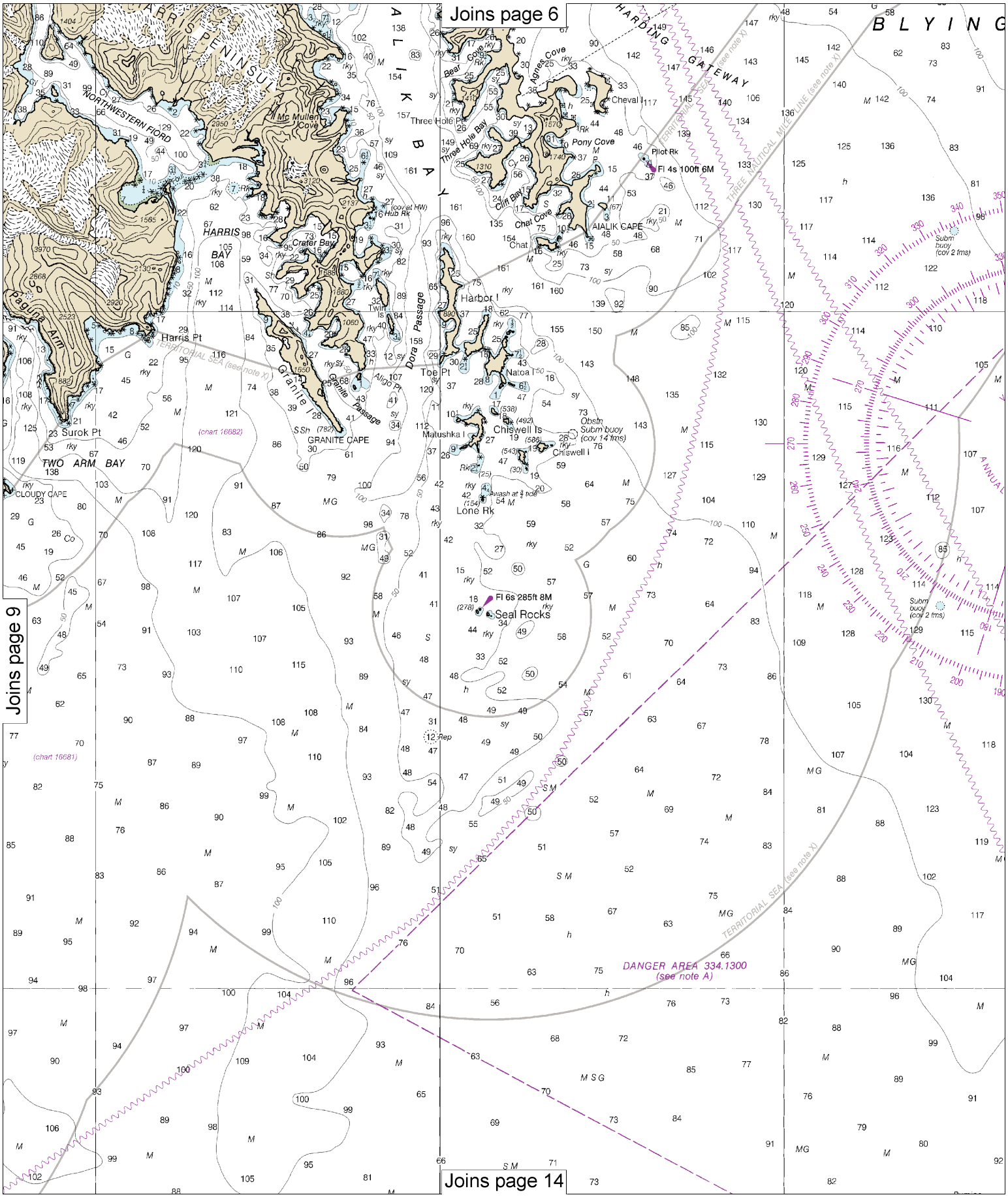

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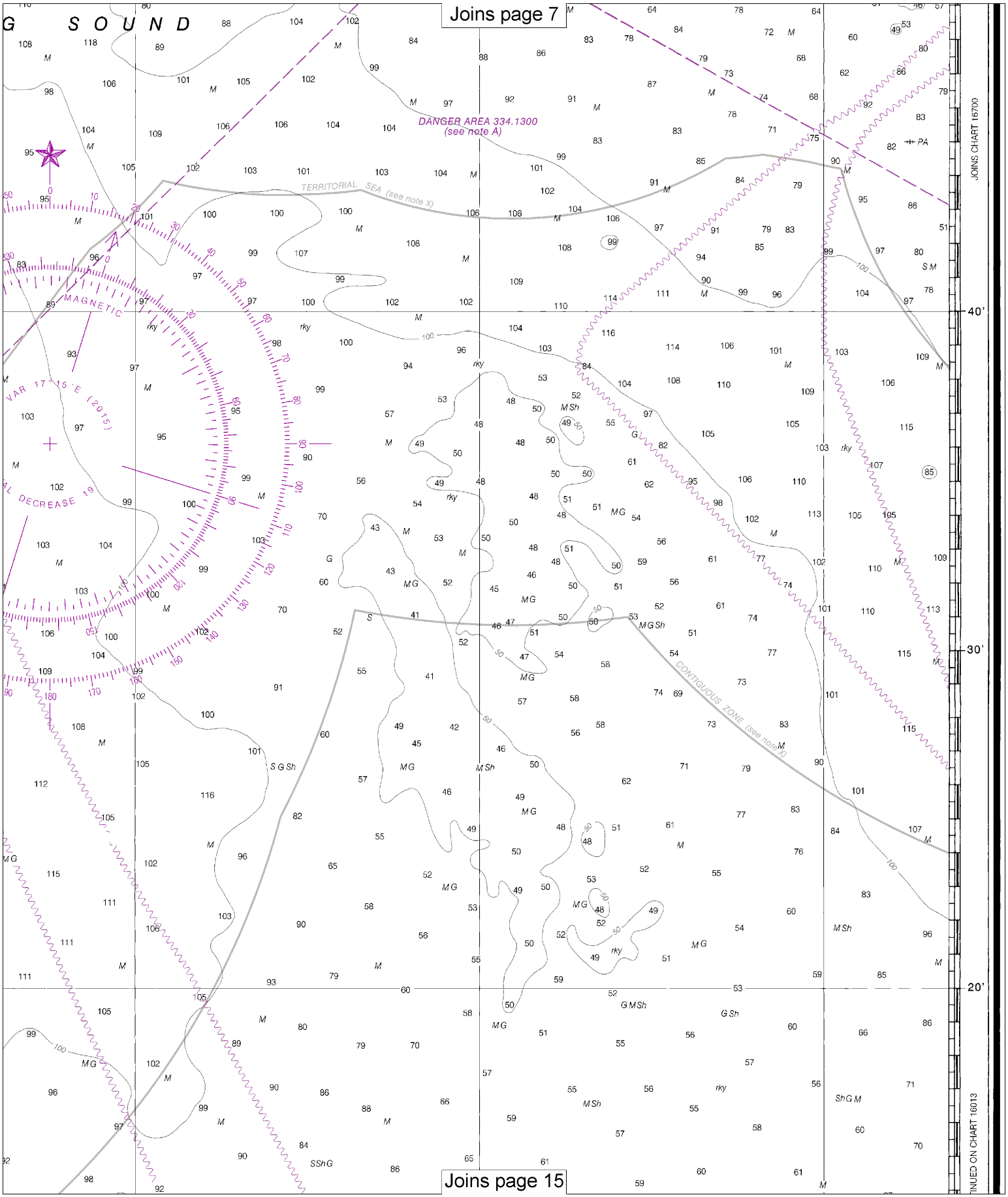
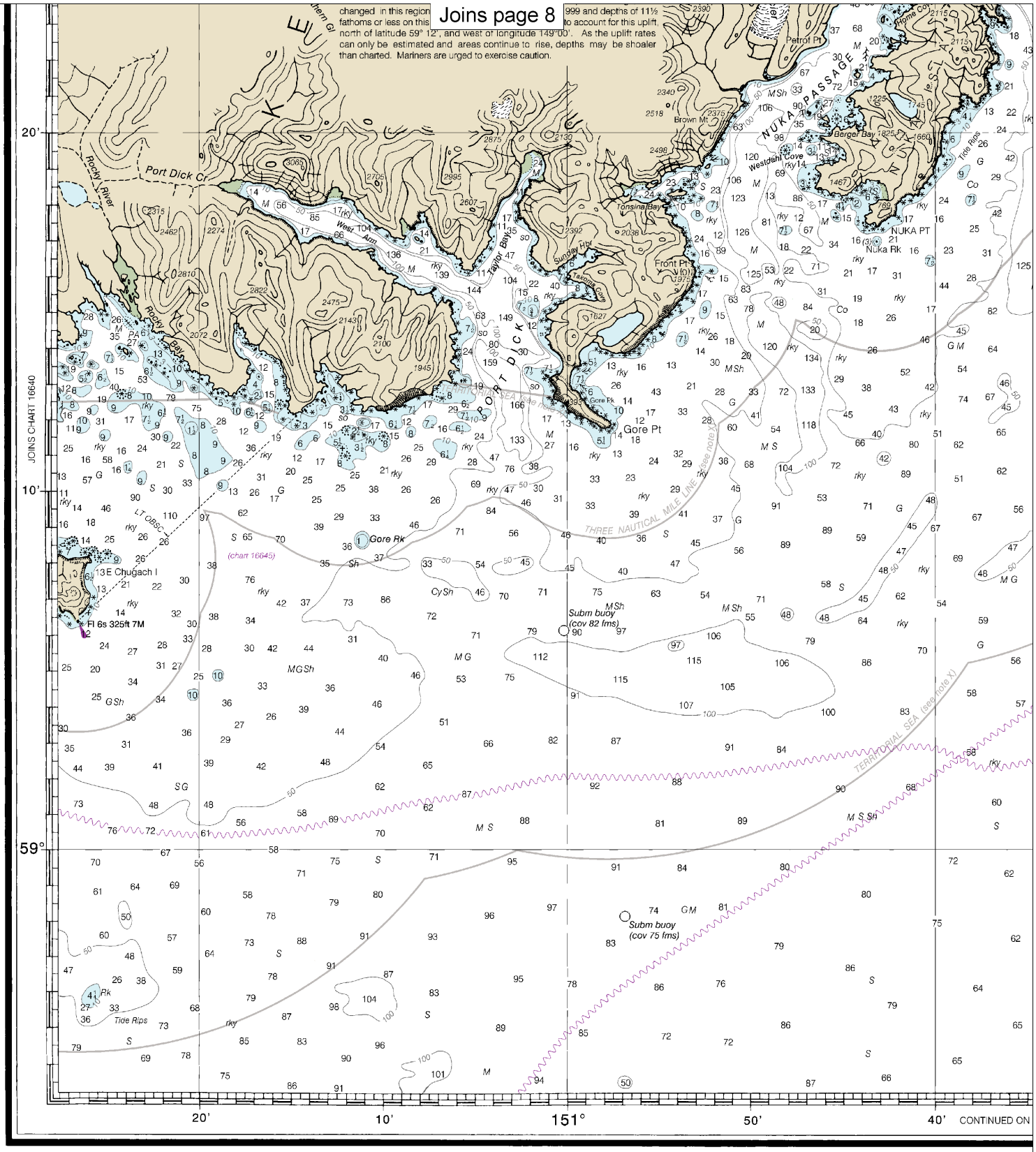
Note: Chart grid lines are aligned with true north.


G SOUND
Joins page 7
DANGER AREA 334.1300
(see note A)
TERRITORIAL SEA (see note X)
MAGNETIC
VAR 17° 15' E (2015)
L DECREASE 19
CONTIGUOUS ZONE (see note X)
JOINS CHART 16700
40'
30'
20'
Joins page 15
TINUED ON CHART 16013



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

16680

12th Ed., Jun. 2015. Last Correction: 6/3/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

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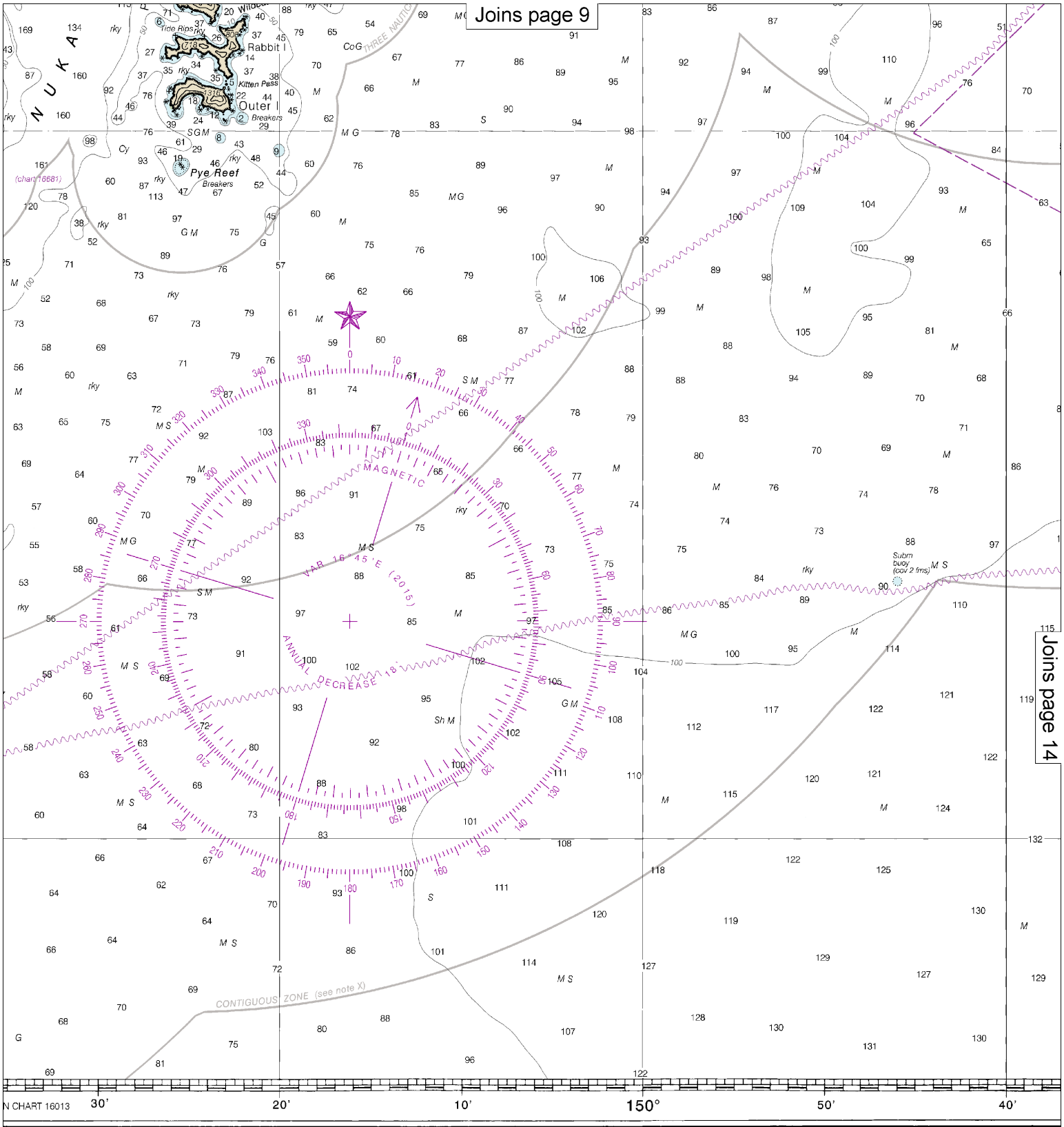

OUNDINGS IN FATHOMS

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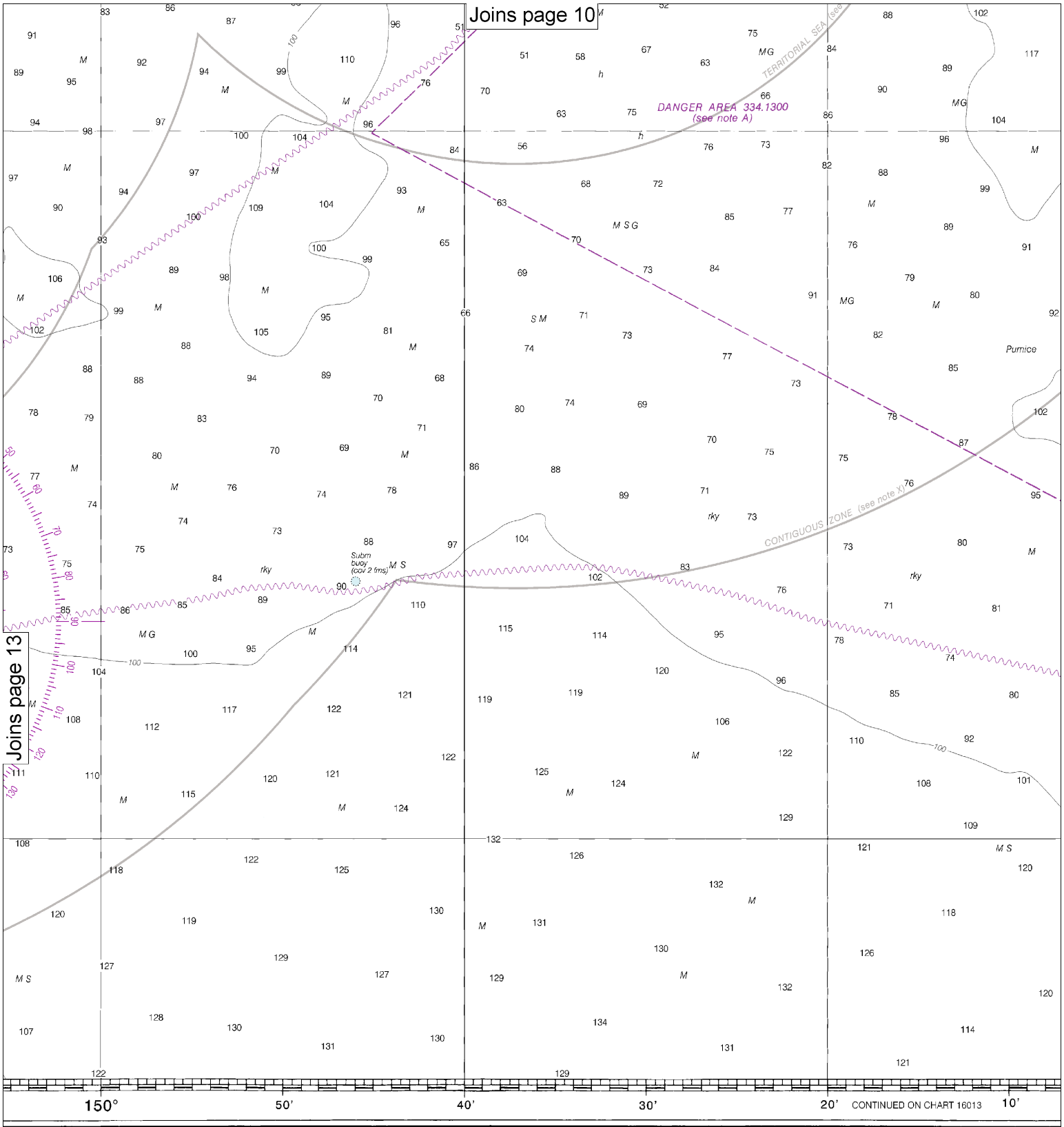
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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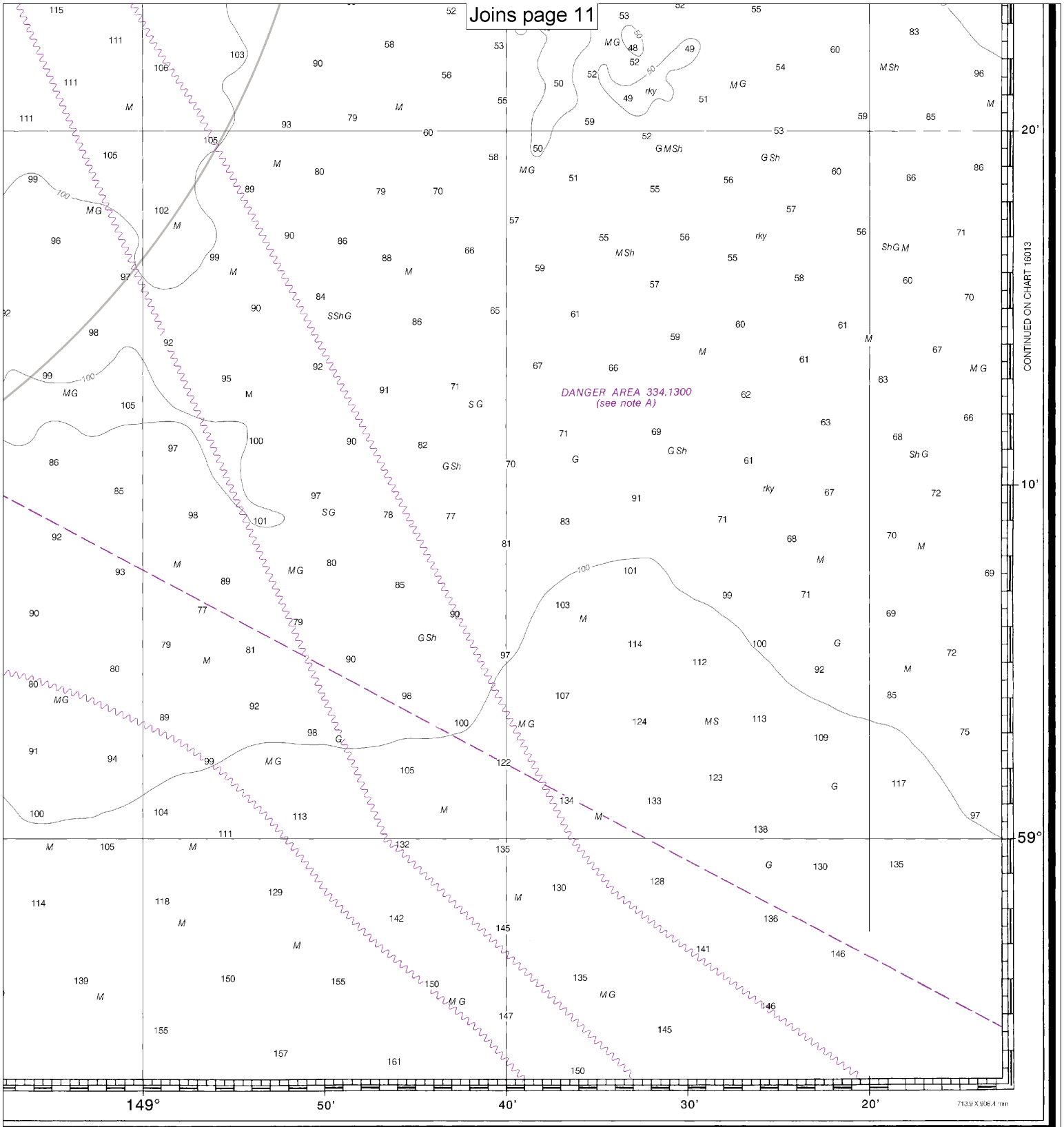
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS 1 2 3 4 5 6 7 8
FEET 6 12 18 24 30 36 42 48
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

Note: Chart grid lines are aligned with true north.



Point Elrington to East Chugach Island

SOUNDINGS IN FATHOMS - SCALE 1:200,000

16680

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker